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BEFORE THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

DEPT. OF TRANSPORTATION
DOCKETS

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U.S.-CHINA SERVICES

Docket OST-99-5539 - 10

MOTION OF NORTHWEST AIRLINES, INC. FOR
RELEASE OF CONFIDENTIAL ORIGIN-DESTINATION
SURVEY DATA AND INSTITUTION OF RULE 39
CONFIDENTIALITY PROCEDURES

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April 26, 1999

BEFORE THE
DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C.

_____.
Docket OST-99-5539
_____:

MOTION OF NORTHWEST AIRLINES, INC. FOR
RELEASE OF CONFIDENTIAL ORIGIN-DESTINATION
SURVEY DATA AND INSTITUTION OF RULE 39
CONFIDENTIALITY PROCEDURES

Northwest Airlines, Inc. ("Northwest") hereby moves for the release of relevant international data from the Department's Passenger Origin-Destination Survey for purposes of this proceeding, pursuant to 14 CFR 241, Section 19-7(d)(2), and the institution of procedures to protect such information from public disclosure pursuant to 14 CFR 302.39. At issue in this proceeding is the allocation of 17 U.S.-China combination and/or all-cargo frequencies available to currently-designated U.S. carriers under the U.S.-P.R.C. Protocol of April 8, 1999 for operations in 1999 and 2000. As demonstrated in Northwest's Consolidated Answer also being filed today in the above-captioned docket, there are requests for a total of 32 U.S.-China frequencies for operations in 1999 and 2000, while only 17 such frequencies are available under the bilateral.

Under the circumstances, the Department must conduct a comparative review of the applications at issue in order to determine what allocation of these limited frequencies would best serve the public interest. In order to effectively assess the comparative public benefits of the service proposals proffered in

this case, it is critical that the Department release its confidential international Passenger Origin-Destination Data and enable each party the opportunity to utilize such data in this proceeding in demonstrating the relative merit of its proposal. The Department further should set forth procedures under which such confidential data should be filed in the docket and exchanged by parties. Northwest suggests that the most appropriate procedures would be to require the filing of all confidential Passenger Origin-Destination Survey data under seal, pursuant to standard Rule 39 procedures, and to permit access to such data only by representatives of the parties in this proceeding that have filed confidentiality affidavits with the Department.

Respectfully submitted,



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April 26, 1999

CERTIFICATE OF SERVICE

I hereby certify that on this 26th day of April, I served a copy of the foregoing document of Northwest Airlines on the following individuals by facsimile:

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